

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT
FOR

Project AC-NH-060-B (006) B
Tracs No 060 MA 160 H5532 QIC
US 60 (Grand Avenue)/43 rd Avenue/Camelback Road
Maricopa County, Arizona

The FHWA has determined that this project will not have any significant impact on the human environment. This Finding of NO Significant Impact is based on the attached Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

December 10, 2001

Date



Division Administrator

Arizona Department of Transportation
Intermodal Transportation Division
Environmental Planning Group
205 South 17th Avenue
Phoenix, Arizona 85007

Final Environmental Assessment

for

GRAND AVENUE (US 60) 43RD AVENUE/CAMELBACK ROAD

Maricopa County, Arizona
Project No. AC-NH-060-B-(006)B
TRACS No. 060 MA 160 H5532 01C

Approved by:  On: 12.3.01
RICHARD M. DUARTE, Manager
Environmental Planning Group
Arizona Department of Transportation

This environmental assessment has been prepared in accordance with provisions and requirements of Chapter 1, Title 23 USC, 23 CFR Part 771, relating to the implementation of the National Environmental Policy Act of 1969.

TABLE OF CONTENTS

I. Introduction	1
II. Summary of Mitigation Measures	2
III. Errata From the Draft Environmental Assessment	6

APPENDICES

Appendix A. August 9, 2001, Public Hearing Transcripts	A-1
Appendix B. Agency Response Letters	B-1

I. INTRODUCTION

The Draft Environmental Assessment (DEA) for this project was completed and approved by the Federal Highway Administration (FHWA) on May 24, 2001. The DEA evaluated the social, economic, and environmental impacts associated with the implementation of the Grand Avenue at 43rd Avenue and Camelback Road project proposed by the Arizona Department of Transportation (ADOT). A public hearing was held on August 9, 2001, at the Alhambra High School Lecture Hall located at 3839 West Camelback Road, Phoenix, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. Copies of the DEA were available for review at Burton Barr Central Library, Palo Verde Branch Library, City of Glendale Public Library, and ADOT's Environmental Planning Group (EPG) office. An advertisement announcing the availability of the DEA and the public hearing was placed in The Arizona Republic newspaper on July 25, 2001 and August 1, 2001. In addition, 15,800 door hangers prepared in both Spanish and English text were distributed to potentially effected properties within and adjacent to the project area. Because the public hearing for 43rd Avenue was held concurrently with the 51st Avenue project, the total number of doorhangers distributed includes the 51st Avenue project area as well.

The 30-day comment period for the DEA began on July 25, 2001, and ended on August 24, 2001. Comments on the DEA were received by letters, on written comment sheets provided by ADOT at the public hearing, and through comments taken and transcribed by the court reporter in attendance at the hearing. The comments made and the responses to those comments are available for public review at ADOT's EPG office.

The purpose of this Final Environmental Assessment (FEA) is to respond to any comments received during the 30-day public and agency review period, and to provide additions and changes to the DEA where necessary. This FEA should be used in conjunction with the DEA, and includes the list of mitigation measures to be included in the final design specifications, errata from the DEA, a summary of the public hearing and ADOT's responses to public comments, and agency letters received during the 30-day comment period. With the completion of this FEA and the issuance of the Finding of No Significant Impact (FONSI) by FHWA, the National Environmental Policy Act (NEPA) requirements have been met.

II. SUMMARY OF MITIGATION MEASURES

The following mitigation measures were presented in the Draft Environmental Assessment and are listed here in their final version. These mitigation measures will be implemented by ADOT by incorporating them into the proposed project construction documents. Any changes to these measures have been completed in response to the comments made on the Draft Environmental Assessment. These mitigation measures supercede any of those identified in the Draft Environmental Assessment.

The following mitigation measures and commitments are not subject to change or modification without the prior written approval of the Federal Highway Administration.

ADOT Environmental Planning Group Responsibilities:

1. ADOT will complete a full Phase I Site Assessment prior to right-of-way acquisition of any sites identified in the Preliminary Initial Site Assessment that will require further evaluation. (Refer to Draft Environmental Assessment page 46.)

ADOT Design Responsibilities:

1. ADOT will coordinate and review the Cities of Phoenix and Glendale's proposed aesthetic treatments to improve the visual quality of the overpass during final project design. (Refer to Final Environmental Assessment page 9.)
2. The Storm Water Pollution Prevention Plan will be prepared by the final designer prior to construction. (Refer to Final Environmental Assessment page 10.)
3. ADOT will coordinate with the Regional Public Transit Authority to replace or relocate bus stop locations if necessary. (Refer to Draft Environmental Assessment page 23.)

ADOT Roadside Development Responsibilities:

1. All embankment slopes and detention basins will be landscaped with low-water-use plants and the area covered with an inert ground cover. Trees will be planted along detention basins to screen the facilities from the view of motorists. The remaining paved portion of Grand Avenue that will not be used for traffic movement will be removed and landscaped. (Refer to Draft Environmental Assessment page 41 and Final Environmental Assessment page 9.)

ADOT District Responsibilities:

1. The District Construction Office will notify the public at least 14 calendar days prior to any full closures. No major closures shall be permitted between Thanksgiving and January 1st. Detours shall be coordinated with adjacent projects to avoid any potential conflicts. (Refer to Final Environmental Assessment page 6.)
2. The District Construction Office will notify all adjacent property owners and tenants at least 14 calendar days prior to the start of construction. (Refer to Final Environmental Assessment page 7.)
3. The District Construction Office will coordinate with the City of Phoenix's Regional Fire Dispatch at least 14 calendar days prior to construction. (Refer to Final Environmental Assessment page 8.)
4. Because 5 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System permit will be required. The District Construction Office will submit the Notice of Intent and the Notice of Termination to the US Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (Refer to Final Environmental Assessment page 10.)
5. The District Construction Office will notify the Alhambra and Phoenix Union School Districts at least 14 calendar days prior to any ground-disturbing activities to discuss the need for alternate bus routes. (Refer to Draft Environmental Assessment page 22.)

Contractor's Responsibilities:

1. The contractor shall coordinate with the Maricopa County Environmental Services Department during the planning of nighttime road closures or detours during winter months for air quality purposes. (Refer to Final Environmental Assessment page 9.)
2. Traffic and access during construction shall be maintained on 43rd Avenue, Camelback Road and Grand Avenue, and to adjoining businesses. Temporary road closures shall occur on selected nights or weekends and shall be coordinated with the ADOT Resident Engineer and the City of Phoenix's Construction Traffic Control Section. (Refer to Draft Environmental Assessment page 16.)

3. The contractor shall provide notice to effected utility customers at least 14 calendar days prior to any disruption of service involving the removal or relocation of utilities, if applicable. (Refer to Draft Environmental Assessment page 17.)
4. The contractor shall adhere to Maricopa County Rule 310 and 360 regarding fugitive dust emissions and new source performance standards, respectively, during construction. (Refer to Draft Environmental Assessment page 36.)
5. The contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures. (Refer to Draft Environmental Assessment page 36.)
6. In order to prevent the introduction of invasive species, all earth-moving and hauling equipment shall be washed prior to entering the construction site. (Refer to Draft Environmental Assessment page 41.)
7. Because 5 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System permit will be required. The contractor shall submit the Notice of Intent and the Notice of Termination to the US Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (Refer to Draft Environmental Assessment page 45 and Final Environmental Assessment page 10.)

Standard Specifications Included as Mitigation Measures:

1. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition) (Stored Specification 107.05 Archaeological Features) If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources and notify the ADOT Engineer. The Engineer will contact the Environmental Planning Group immediately and make arrangements for the proper treatment of those resources. ADOT will, in turn, notify the appropriate agency(ies) to evaluate the significance of the resource. (Refer to FEA page 8.)
2. During construction, the contractor shall give special attention to the effect of its operations upon the landscape and shall take special care to maintain natural surroundings undamaged in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 104.09 (2000 Edition) and the Water Quality Standards in

Title 18, Chapter 11 of the Arizona Administrative Code as administered by the Arizona Department of Environmental Quality. (Refer to Final Environmental Assessment page 10.)

3. Any material sources required for this project outside of the project area shall be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 1001 Material Sources (2000 Edition) (Stored Specification 1001.2 General). (Refer to Final Environmental Assessment page 10.)
4. Excess waste material and construction debris shall be disposed of at sites supplied by the contractor in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107.11 Protection and Restoration of Property and Landscape (2000 Edition). Disposal will be made at either Municipal Landfills approved under Title D of the Resource Conservation and Recovery Act, Construction Debris Landfills approved under Article 3 of the Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, or Inert Landfills. (Refer to Draft Environmental Assessment page 46.)
5. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition) (Stored Specification 107HAZMT, 01/15/93), if previously unidentified or suspected hazardous materials are encountered during construction, work will cease at that location and the ADOT Engineer shall be contacted to arrange for proper assessment, treatment, or disposal of those materials. Such locations will be investigated and proper action implemented prior to the continuation of work in that location. (Refer to Draft Environmental Assessment page 47.)

III. ERRATA FROM THE DRAFT ENVIRONMENTAL ASSESSMENT

The DEA was available for a 30-day public review period that began on July 25, 2001, and ended on August 24, 2001, at four locations including ADOT EPG, Palo Verde Branch Library, Phoenix Burton Barr Central Library, and Glendale Public Library. The following pages of errata include additions or alterations to clarify, further discuss, or make text corrections to the DEA. These changes are a result of public and agency comments, and are provided below with reference to their pages from the DEA. Sections of the DEA to be deleted are shown as ~~strikeout~~ text (~~strikeout~~), and additions to the DEA text are *italicized*.

UNIVERSAL CHANGES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

All references to "preferred" alternative should be changed to "selected" alternative. All references to "would" in connection with the selected alternative should be changed to "will", including the description of the alternative and associated design features and the affected environment and environmental consequences. In addition, all references to "would" in connection with the contractor's responsibilities should be changed to "shall".

III. Design Features of the Preferred Roadway Improvements

E. Traffic Control

(DEA page 16, Second Paragraph) The construction of the relocated Grand Avenue ~~would~~ *will* be achieved with few roadway closings and detours. Most of the construction of the new realigned Grand Avenue ~~would~~ *will* be completed without disrupting existing traffic flows since the work is off the existing roadway, and ~~would~~ *will* not interfere with BNSF Railway operations. The construction of the structures over 43rd Avenue and Camelback Road ~~would~~ *will* require temporarily closing the intersection and detouring traffic while setting bridge girders. *The ADOT District Construction Office will notify the public at least 14 calendar days prior to any full closures. No major closures shall be permitted between Thanksgiving and January 1st. Detours will be coordinated with adjacent projects to avoid any potential conflicts.* The construction sequencing for connecting the roadway to the existing Grand Avenue ~~would~~ *will* be completed in stages with minimum shifting of traffic to detour routes.

F. Utilities

(DEA page 17, First Paragraph) The contractor shall provide notice to *affected* utility customers at least 14 *calendar* days prior to any disruption of service involving the removal or relocation of utilities, if applicable.

(DEA page 17, First Paragraph) The ~~contractor~~ *ADOT District Construction Office* ~~shall~~ *will* notify *all* adjacent property owners and tenants at least 14 *calendar* days prior to the start of construction.

IV. Affected Environment and Environmental Consequences

A. Ownership, Jurisdiction, and Land Use

(DEA page 19, Fifth Paragraph, Insert Text Between Second and Third Sentence) *However, the City of Phoenix Fire Station No. 15 is located south of the Grand Avenue, 43rd Avenue, and Camelback Road intersection along 43rd Avenue. Potential delays in response time could occur to areas along the portion of Grand Avenue immediately northwest of the existing intersection. This is because access to this area along a grade-separated Grand Avenue requires a vehicle to utilize the northwest bound on-ramp, which is located north of the existing 43rd Avenue and Camelback Road intersection. No substantial impacts will occur as a result of this change of access because there are other fire stations located nearby that could also respond in a reasonable amount of time, including Phoenix Fire Station No. 24 located approximately 2 miles south of the 43rd Avenue and Camelback Road intersection, Phoenix Fire Station No. 18 located approximately 3 miles east, Phoenix Fire Station No. 26 located approximately 3 miles northeast, and Glendale Fire Station No. 151 located approximately 3.5 miles northwest. In addition, the project will result in improvements to the overall function of this intersection (reduced delay times and congestion) and emergency units will still be able to access areas along 43rd Avenue and Camelback Road as they do today.*

The Regional Dispatch system used by the Cities of Phoenix and Glendale utilizes a Computer Aided Dispatch system for 15 fire departments located in the metropolitan area. This system was first implemented in 1982 and upgraded in 1994. An Automated Vehicle Location (AVL) system using satellite technology is an integral part of the dispatch system. The AVL is able to continually track the exact location of all emergency vehicles, thus allowing the dispatchers to dispatch the closest unit to the emergency situation. The advantage for all cities involved, including Phoenix and Glendale, is that units are dispatched as if they were one single fire department. Intergovernmental agreements are established and allow this system to work, thus still providing adequate emergency response service to those areas along northwest-bound Grand Avenue near the intersection of 43rd

Avenue and Camelback Road. The District Construction Office will coordinate with the City of Phoenix's Regional Fire Dispatch at least 14 calendar days prior to construction.

B. Social and Economic Considerations

(DEA page 22, Fourth Paragraph, Last Sentence) In addition, the District Construction Office will notify the Alhambra and Phoenix Union School Districts at least 14 *calendar* days prior to any ground-disturbing activities to discuss *the need for* alternate routes ~~if necessary~~.

C. Title VI of the Civil Rights Act of 1964 and the Executive Order Relating to Environmental Justice

(DEA page 32, Third Paragraph, Last Sentence) Therefore, the proposed project ~~would~~ *will* not have a disproportionately effect, either direct or indirect, upon minority, low-income, elderly, or handicapped persons and ~~would~~ *will* not substantially impact any of these populations within the project area.

D. Cultural Resources

(DEA page 33, Fourth Paragraph, Sixth Sentence) The PA ensures that FHWA adheres to all laws as defined in 36 Code of Federal Regulations (CFR) 800.

(DEA page 33, Fifth Paragraph) According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107.06 ~~Archaeological Features (1990 Edition)~~ *Legal Relations and Responsibility to Public* (2000 Edition) (*Stored Specification 107.05 Archaeological Features*), if previously unidentified cultural resources are ~~discovered~~ *encountered* during *activity related to the* construction of the project, the contractor ~~would~~ *shall* stop work immediately at ~~the~~ *that* location *and shall* take all reasonable steps to secure the preservation of those ~~features~~ *resources* and notify the ADOT Engineer. *The Engineer will contact the Environmental Planning Group immediately and make arrangements for the proper treatment of those resources.* ADOT ~~would~~ *will*, in turn, notify the appropriate agency(ies) to evaluate the significance of the resource.

F. Air Quality

(DEA page 36, First Paragraph, Last Sentence) In addition, the contractor ~~would~~ *shall* be responsible for obtaining any necessary asbestos permits for demolition of any structures, ~~if~~

~~applicable.~~ *The contractor shall coordinate with the Maricopa County Environmental Services Department during the planning of nighttime road closures or detours during winter months for air quality purposes.*

H. Landscape/Vegetation Removal/Invasive Species

(DEA page 41, Third Paragraph, First Sentence) In accordance with Executive Order 13112, the project area was surveyed by a qualified ~~noxious weed~~ *invasive species* authority, and it was determined that there are no listed invasive species within the project boundaries.

(DEA page 41, Fourth Paragraph, Third Sentence) All embankment slopes and detention basins will be landscaped with low-water-use plants and the area covered with ~~decomposed or crushed granite~~ *an inert ground cover*. Trees ~~would~~ *will* be planted along the detention basins to screen the facilities from view of the motorists and businesses. *The remaining paved portion of Grand Avenue that will not be used for traffic movement will be removed and landscaped.*

K. Visual Resources

(DEA page 42, Fifth Paragraph) ~~The City~~ *Cities of Phoenix and Glendale are* currently evaluating additional aesthetic treatments to improve the visual quality of the overpass. Funding for these treatments ~~would~~ *will* be handled by ~~the City of Phoenix~~ *both cities*. ADOT ~~would~~ *will* coordinate and review the ~~City~~ *Cities of Phoenix's and Glendale's* proposed treatments to *improve the visual quality of the overpass* during final project design. These art treatments ~~would~~ *will* improve the visual quality of the structure.

(DEA page 43, First Paragraph) Although an elevated grade-separation structure ~~would~~ *will* be constructed, the project ~~would~~ *will* not substantially alter the overall visual quality and character of the project area because of the existing urban setting, associated landscaping of facilities, and artistic treatments as provided by the ~~City~~ *Cities of Phoenix and Glendale*.

M. Water Resources, Section 404 of the Clean Water Act, and National Pollutant Discharge Elimination System

(DEA page 45, Third Paragraph, Second Sentence) ~~The ADOT Roadside Development Section would determine who would prepare the Storm Water Pollution Prevention Plan.~~ *The Storm Water Pollution Prevention Plan will be prepared by the final designer prior to construction.*

(DEA page 45, Fourth Paragraph) ~~During construction, care will be taken to ensure that construction materials are handled in accordance with~~ *During construction, the contractor shall give special attention to the effect of its operations upon the landscape and shall take special care to maintain natural surroundings undamaged in accordance with Arizona Department of Transportation Standard Specifications for Road and Bridge Construction Section 104.09 (2000 Edition) and the Water Quality Standards in Title 18, Chapter 11 of the Arizona Administrative Code as administered by the Arizona Department of Environmental Quality.*

N. Materials Sources

(DEA page 46, First Paragraph, Fourth Sentence) ~~Any material sources required for this project outside of the project area would be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis. The contractor would comply with the Arizona Department of Transportation Standard Specifications for Road and Bridge Construction, Section 1001 Material Sources (2000 Edition).~~ *Any material sources required for this project outside of the project area shall be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis in accordance with Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction, Section 1001 Material Sources (2000 Edition) (Stored Specification 1001.2 General).*

O. Construction Debris Disposal

(DEA page 46, Second Paragraph, First Sentence) ~~Excess waste material and construction debris would~~ *shall be disposed of at sites supplied by the contractor in accordance with Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction Section 107.11, Protection and Restoration of Property and Landscape (2000 Edition).*

VI. Public Involvement and Project Agency Coordination

C. Public Hearing ~~C. Project Coordination~~ (New section to be located after **B. Public Involvement**, DEA page 56)

The 30-day comment period for the DEA began on July 25, 2001, and ended on August 24, 2001. Copies of the DEA were available for review at Burton Barr Central Library, Palo Verde Branch Library, City of Glendale Public Library, and ADOT's EPG office. A public hearing was held on August 9, 2001, at the Alhambra High School Lecture Hall located at 3839 West Camelback Road, Phoenix, Arizona, to obtain comments from the public on the proposed project and on the contents

of the DEA. An advertisement announcing the availability of the DEA and the public hearing was placed in The Arizona Republic newspaper on July 25, 2001 and on August 1, 2001. In addition, 15,800 door hangers were distributed in English and Spanish text to potentially effected properties within and adjacent to the project area. Comments on the DEA were received by letters, on written comment sheets provided by ADOT at the public hearing, and through comments taken and transcribed by the court reporter in attendance at the hearing. The comments made and the responses to those comments are available for public review at ADOT's EPG.

Fifty-eight people attended the public hearing. Project plans were on display for the public to review. The hearing began in an open-house format followed by a brief presentation on the preferred alternative. In addition, a description of the potential environmental impacts was summarized from the DEA. The presentation was given by an ADOT EPG representative and project consultant representatives. Immediately following the presentation, the floor was opened to the public for a question-and-answer session. At the conclusion of the question-and-answer session, the hearing returned to an open-house format where project representatives were available to explain the preferred alternative and answer questions in a one-on-one setting.

Concerns regarding the proposed project included the following comments and response summaries. For a full text version of public comments, please refer to the August 9, 2001, Public Hearing transcripts provided in the FEA Appendix A.

Public Comments

Comment:	Individual stated that they would like their property acquired.
Response:	An ADOT Right of Way (ROW) representative was present at the hearing to answer specific ROW-related questions.
Comment:	Individual stated that they would like ADOT to acquire the "Deuce Hall."
Response:	An ADOT ROW representative was present at the hearing to answer specific ROW-related questions.
Comment:	Supports the project.
Response:	Comment noted for public record.
Comment:	How far south does the overpass structure start?
Response:	The actual overpass structure begins just northwest of Michigan Trailer Sales.

Comment: Will Michigan Trailer Sales and Thrifty Ice Cream be acquired?

Response: Michigan Trailer Sales will be a partial take, and Thrifty Ice Cream will be a full take.

Comment: What about train impacts? Why wasn't an alternative to eliminate these conflicts considered?

Response: Utilizing Grand Avenue as the arterial to be designed as a grade-separation structure passing over both 43rd Avenue and Camelback Road is consistent with the expressway concept as recommended by the Grand Avenue Major Investment Study (MIS) and the Grand Avenue Corridor Study in 1996 in which ADOT, the Maricopa County Association of Governments (MAG), and the local city governments participated. The MIS did evaluate a Camelback Road grade-separation overpass alternative, which would have taken Camelback Road over the BNSF, Grand Avenue, and 43rd Avenue. This alternative was eliminated from further study during early planning stages of this evaluation due to the substantial right-of-way costs associated with the purchase and relocation of the Home Depot store.

Comment: Is the retention basin going to extend north to Missouri?

Response: No. The retention basin will extend to the storage unit.

Comment: What are you going to do with the detention basin?

Response: The detention basin will be landscaped with trees to screen some of the views and fenced.

Comment: What is the reasoning for having no left turns onto Camelback or onto 43rd from Camelback?

Response: The turning movements do not currently exist. The construction of the proposed improvements, such as the pier, will make it difficult to include that movement.

Comment: Has the railroad signed off on this project?

Response: The Burlington Northern Santa Fe Railway (BNSF) has been an active partner throughout the entire process. BNSF representatives were coordinated with early on during initial project scoping and have been involved in project meetings since that time. They are supportive of the current design.

Comment: Will the 43rd Avenue and 51st Avenue project be taking place at the same time?

Response: Yes. These projects will be advertised under one contract.

Comment: Why will there be a light on 42nd Drive instead of 41st Drive?

Response: This was a City of Phoenix Council decision because of the concern that lining up an off ramp with the intersection of 41st Drive and Camelback Road would create the potential for cut-through traffic into the neighborhood to the north.

Comment: Concerned that homeless people will congregate at detention basin site.

Response: Detention basin will be fenced.

Comment: City of Phoenix Fire Department Engine 15 is located just south of Camelback Road. We should be putting 43rd Avenue over Grand Avenue.

Response: The project will eliminate the current six-legged intersection at this location by realigning Grand Avenue as a grade-separated overpass, passing over both 43rd Avenue and Camelback Road. This change will reduce the traffic congestion and delay times by approximately 70%. Although emergency vehicles are able to proceed through stopped traffic under Arizona State Code 3 guidelines, depending on the overall volume of traffic, navigating around this traffic could still be difficult for a large fire vehicle and ultimately could still impact their response times.

The project will result in improvements to the overall function of this intersection (reduced delay times and congestion) and emergency units will still be able to access areas along 43rd Avenue and Camelback Road as they do today. The only change in response will be to northwest-bound Grand Avenue as these units from Station No. 15 will be required to utilize the northwest-bound on-ramp located north of the 43rd Avenue and Camelback Road intersection.

The Regional Dispatch system used by the Cities of Phoenix and Glendale utilizes a Computer Aided Dispatch system for 15 fire departments located in the metropolitan area. This system was first implemented in 1982 and upgraded in 1994. An Automated Vehicle Location (AVL) system using satellite technology is an integral part of the dispatch system. The AVL is

able to continually track the exact location of all emergency vehicles, thus allowing the dispatchers to dispatch the closest unit to the emergency situation. The advantage for all cities involved including Phoenix and Glendale is that units are dispatched as if they were one single fire department. Intergovernmental agreements are established and allow this system to work, thus still providing adequate emergency response service to those areas along northwest-bound Grand Avenue near the intersection of 43rd Avenue and Camelback Road. Other fire stations located nearby that could also respond in a reasonable amount of time include Phoenix Fire Station No. 24 located approximately 2 miles south of the 43rd Avenue and Camelback Road intersection, Phoenix Fire Station No. 18 located approximately 3 miles east, Phoenix Fire Station No. 26 located approximately 3 miles northeast, and Glendale Fire Station No. 151 located approximately 3.5 miles northwest.

Comment: What type of delays might we expect along Grand Avenue?

Response: Two lanes in each direction will be maintained during construction until the new alignment is connected to the existing alignment on either end of the project. This could require some short-duration traffic crossovers for a period of approximately 2 to 3 days.

Comment: Why are you doing artwork only at 43rd Avenue?

Response: This was a decision made between the City of Phoenix and the City of Glendale to do the artwork at 43rd Avenue. The 51st Avenue project is entirely within the City of Glendale and they have decided not to do anything at that location.

Comment: What are the DE (Demolition) numbers painted up and down Grand Avenue?

Response: Those numbers were not put in by ADOT and are not a part of this project, but normally they would indicate demolition if they were placed by ADOT. There is the possibility that those numbers are further down Grand Avenue and relate to the 27th Avenue project.

Comment: Will the appraised value of property estimated to be acquired be estimated at today's values?

Response: Yes.

Comment: ADOT is scaring off our potential renters because they are being told that ADOT will be making offers soon.

Response: ROW funding was not proposed until July 31, 2001.

Agency Comments

During the 30-day public review and comment period, comments were received from Maricopa County and the City of Glendale (refer to FEA Appendix B). No other comments were received from participating or interested agencies.

Comment: Relative to the proposed aesthetic/artistic treatments to the overpass structure, the DEA only mentions the City of Phoenix. The City of Glendale is collaborating and cost-sharing with Phoenix on these treatments. The DEA references only the City of Phoenix relative to these treatments.

Response: Comment is noted in project record file and Final EA will reflect these changes as described above. (refer to FEA page 9)

Comment: The Maricopa County Environmental Service Department appreciates ADOT's acknowledgment of air quality requirements. Because Grand Avenue intersections have a history of high carbon-monoxide concentrations during the winter months, the flow of traffic should be maintained during the construction project. Road closures and/or detours at night during a high-air-pollution advisory should be avoided, unless traffic flow can be maintained on all streets through and next to the construction project.

Response: Traffic will be maintained during construction except during the setting of bridge girders. Road closures will be coordinated with the ADOT Resident Engineer, but will likely occur on selected nights or weekends as the DEA indicates due to the lower volume of traffic.

~~E.~~ D. Project Coordination List of Preparers and Contributors (refer to DEA page 57)